

BookletChart™

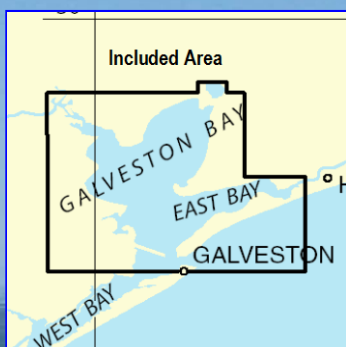
Galveston Bay

NOAA Chart 11326

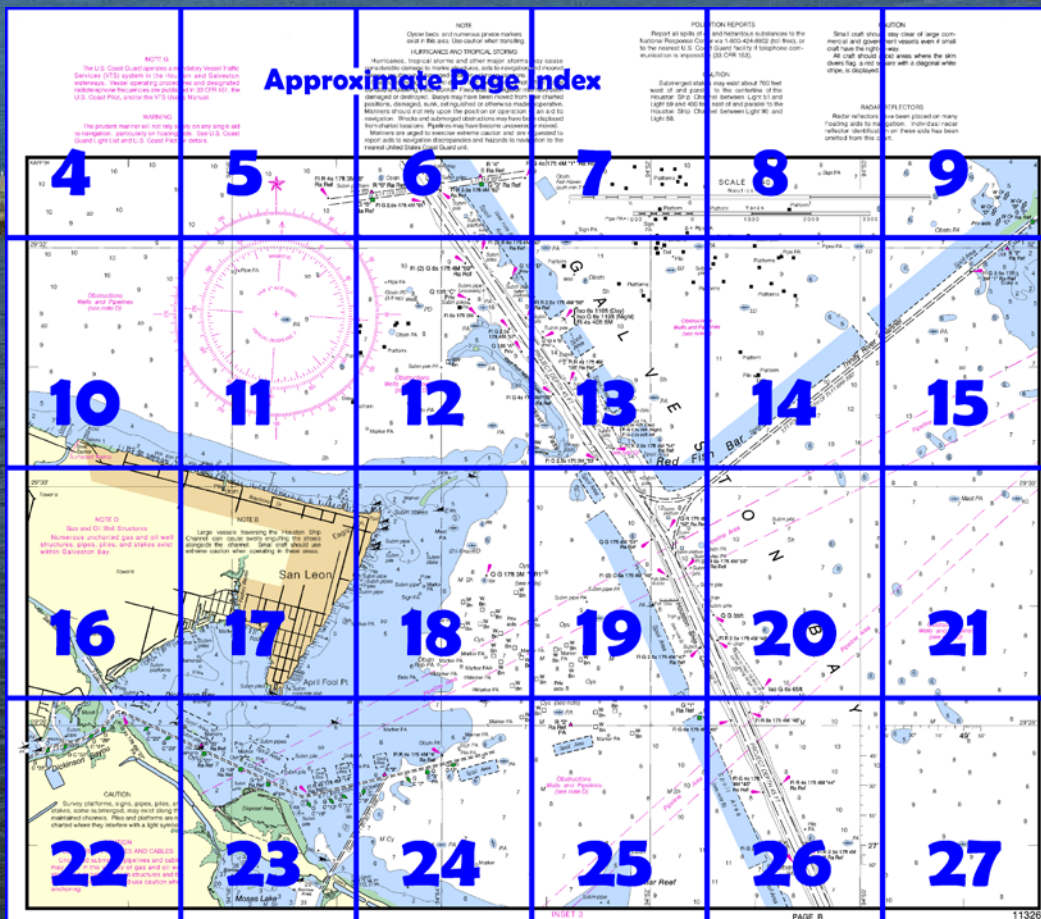


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

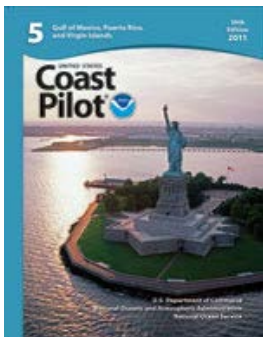
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=11319>



[Coast Pilot 5, Chapter 10 & 12 excerpts]
Texas City, on the W side of Galveston Bay about 7 miles NW from Galveston, is a privately owned port of considerable commercial importance. It has extensive foreign and coastwise trade in petroleum, chemicals, fertilizer, and tin ore. Commodities handled through the port include shell, rice, wheat, flour, molasses, hides, synthetic rubber, naval stores, textiles, lumber, wood pulp paper products, petroleum products, steel

products, salt, aluminum, zinc, copper, and tin ores, machinery, coal tar products, sulfuric acid, industrial chemicals, scrap iron, and fertilizer. A 23-foot storm levee has been constructed around the city.

Trinity Bay is a large body of water NE of the upper part of Galveston Bay. Depths in the bay proper range from 5 to 9 feet. Extensive oil-drilling operations are in progress in the Red Fish Bar, Cedar Point, and Trinity Bay areas. Numerous oil well structures and derricks are visible to the E of the Houston Ship Channel. The derricks are moved as soon as wells are brought in or abandoned. Numerous pipes, piles, and abandoned oil wells which constitute a menace to navigation are in the N and W part of the bay between Trinity River and Umbrella Point.

Trinity River is one of the largest rivers in Texas and empties into the NE end of Trinity Bay. Entrance to the river is through Anahuac Channel and Browns Pass, and not through Trinity River Channel.

Vessel Traffic Service Houston–Galveston became mandatory 13 October 1994.

Detailed information on VTS Houston/Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c)**. Mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston

Anchorage.—Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See 166.100 through 166.200, chapter 2, for limits and regulations.)

Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.

Dangers.—A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards.

Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.

Dangers.—Texas City Channel—A sunken wreck covered 10 feet is off the entrance to North Slip.

The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a **speed limit** of 5 miles per hour is posted.

The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans

Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE E

The controlling depth in the approach to the Highway Ferry slip at Port Bolivar was 9 feet for a width of 200 feet. Oct. 2007

NOTE F

Numerous submerged piles, pipes, stakes and obstructions are charted on the south side of Texas City Channel.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (○) (Accurate location) (o) (Approximate location)

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.


NOTE I

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:  Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE J

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous information service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, Texas.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous information service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

NOTE K

The U.S. Coast Guard has established an alternate route for vessels transiting between the Intracoastal Waterway and the Houston Ship Channel. The alternate route, shown in green tint, is marked with aids to navigation from Bolivar Peninsula Buoy 20 to Houston Ship Channel Light 28. This route is intended to be one-way for vessels proceeding northbound from the Intracoastal Waterway to the Houston Ship Channel. The Alternate Route is not regularly maintained and has no associated project depth. Mariners should proceed with caution. Southbound traffic is requested to proceed south to Houston Ship Channel Buoy 26, then east to Bolivar Point. Houston Traffic requests that all vessels proceeding northbound in the alternate route conduct a secure broadcast of their intentions prior to entering into the Houston Ship Channel.

NOTE Y

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.828' northward and 0.731' westward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:80,000



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11326 GALVESTON BAY TEXAS

Mercator Projection
Scale 1:80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

HORIZONTAL DATUM

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is referred to the World Geodetic System 1984 (WGS 84). The datum is an average of 0.828" northward and 0.731" westward.

AUTHORITIES

Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

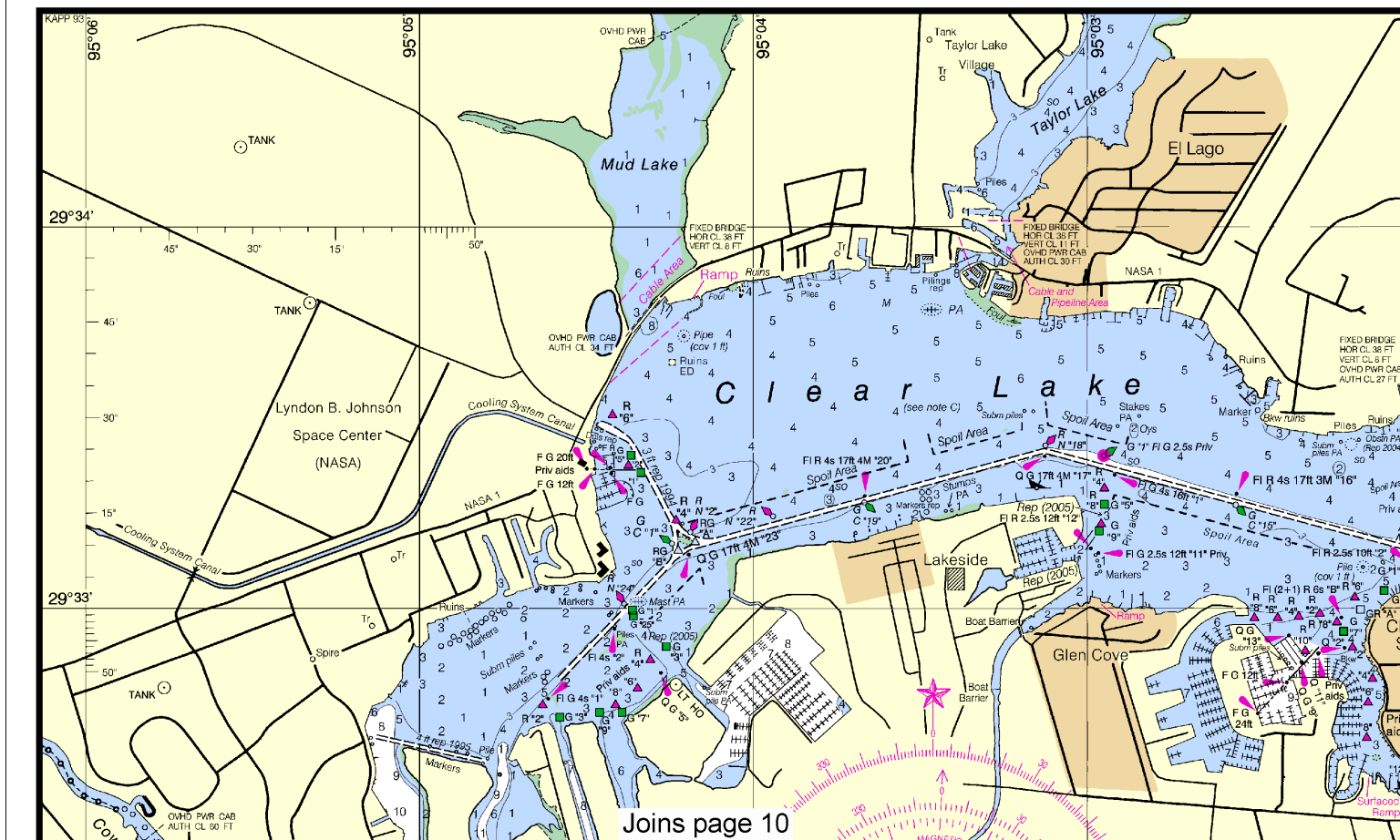
CAUTION

BASCULE BRIDGE CLEARANCE

For bascule bridges, whose spans do not move vertically, unlimited vertical clearance is shown. For bascule bridges, whose spans do move vertically, the entire charted horizontal clearance is shown.

CAUTION

This chart has been corrected from the National Geospatial-Intelligence Agency (NGA) version of the chart. The National Geospatial-Intelligence Agency (NGA) version of the chart is the authoritative source for the chart. The National Geospatial-Intelligence Agency (NGA) version of the chart is the authoritative source for the chart. The National Geospatial-Intelligence Agency (NGA) version of the chart is the authoritative source for the chart.



Joins page 10

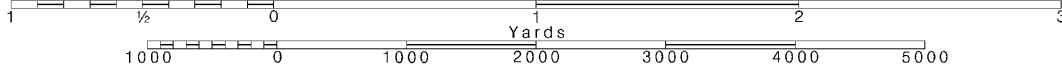
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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CAUTION

WARNINGS CONCERNING LARGE VESSELS

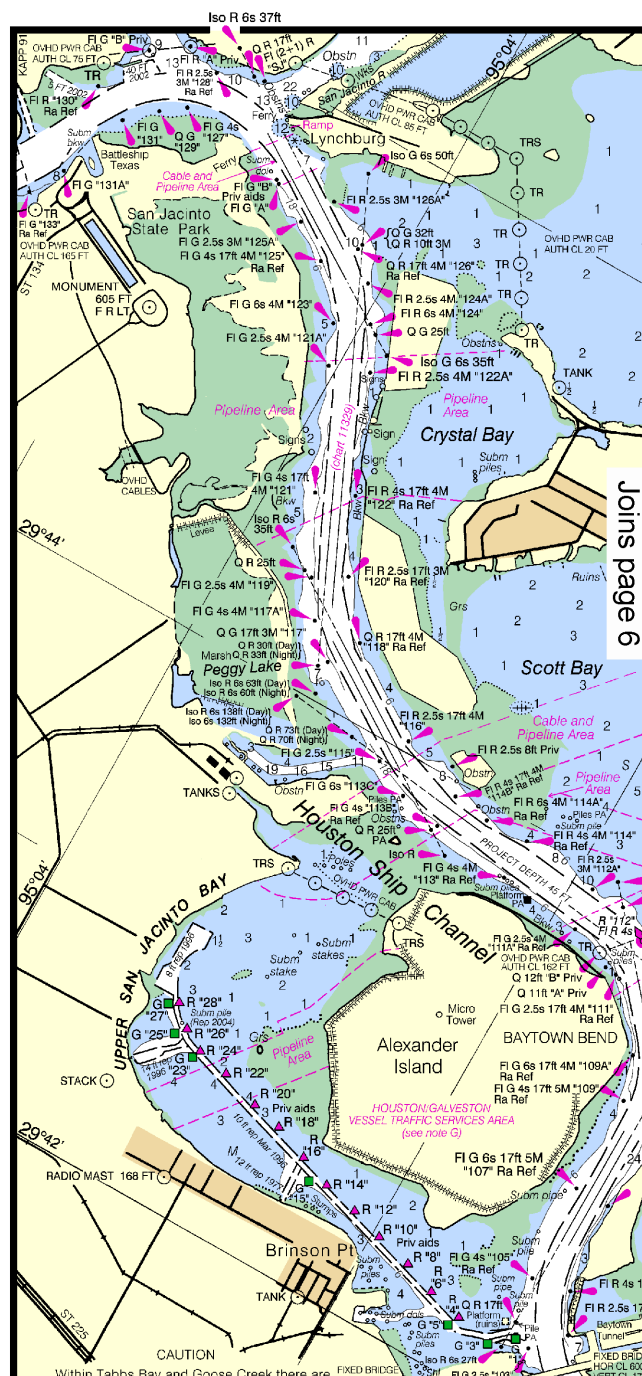
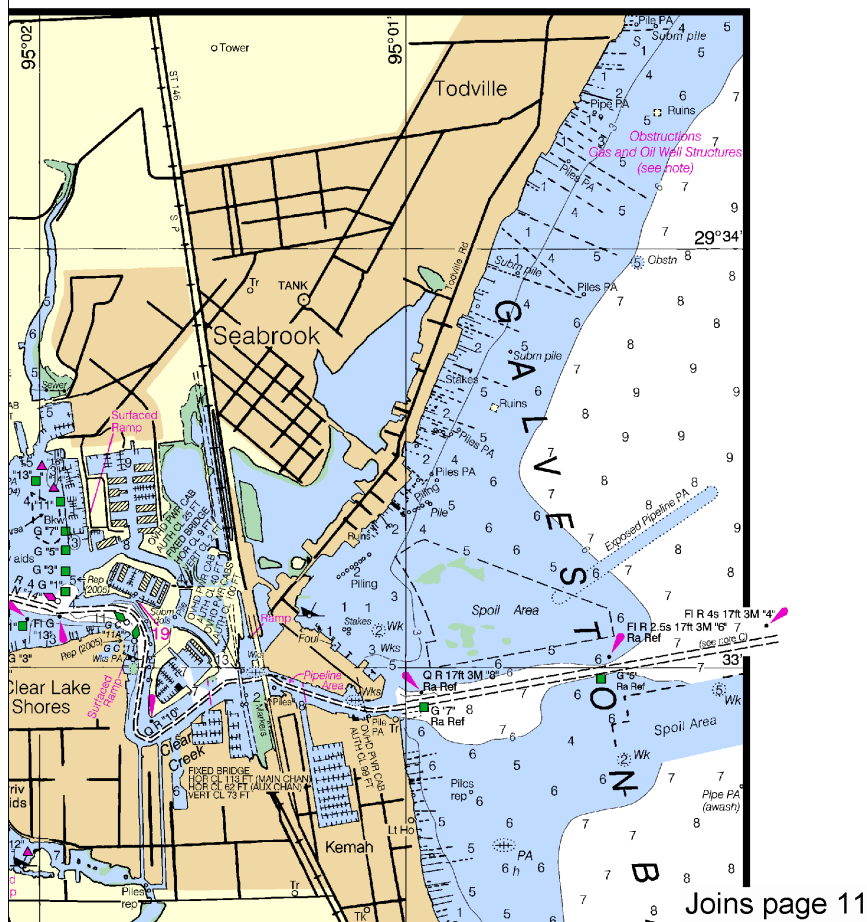
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Houston Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.



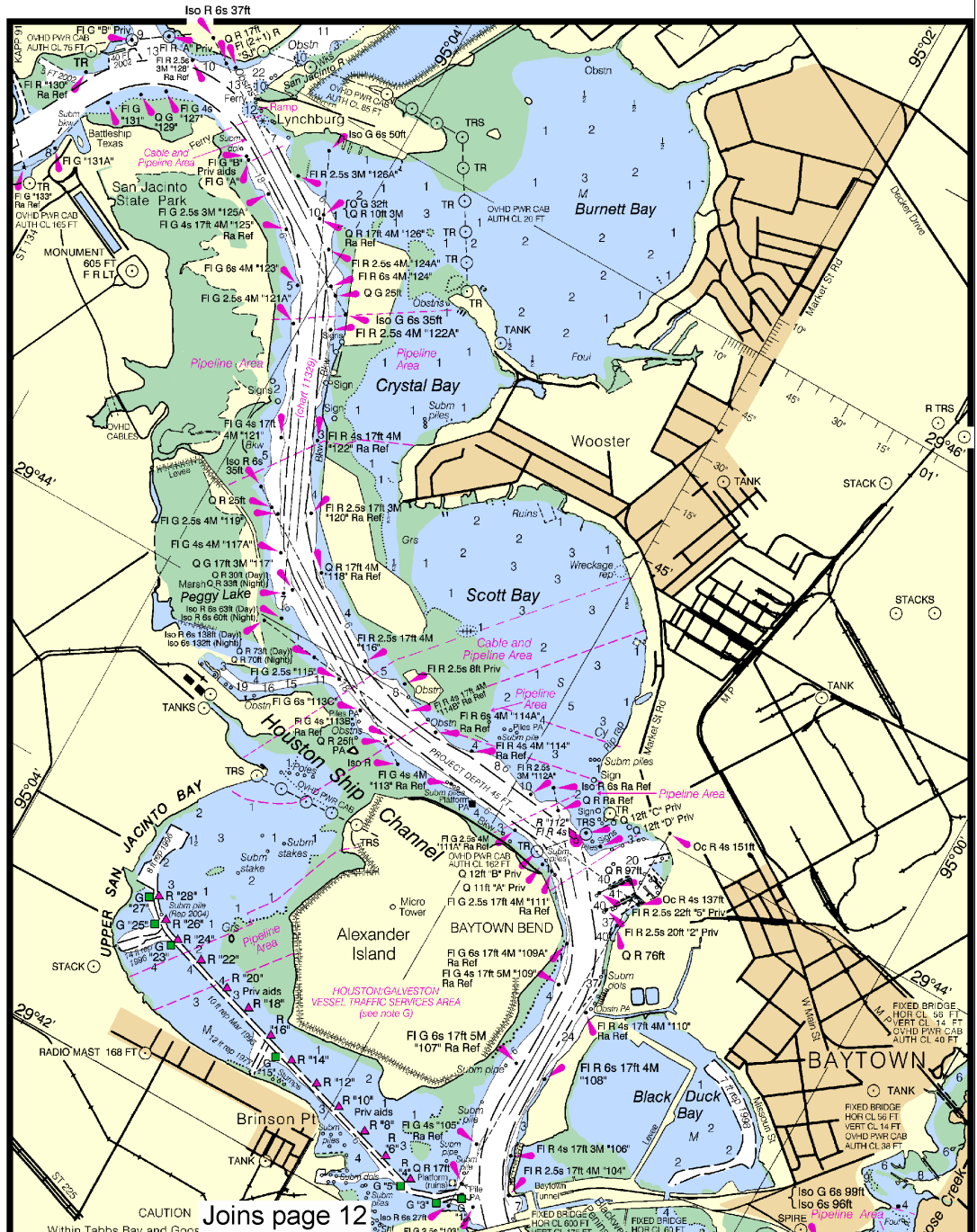
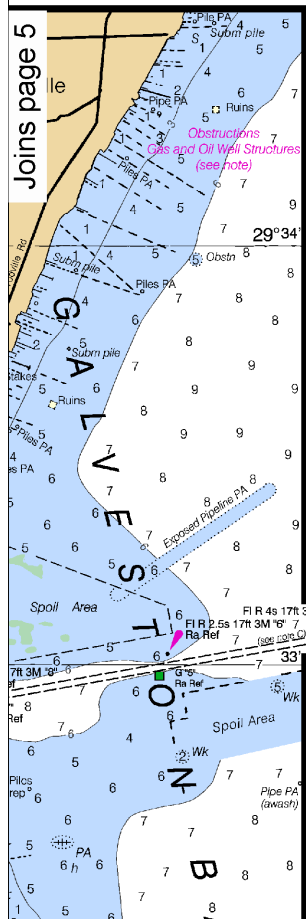
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly 152-SC, 1st Edition, 1964

UTION
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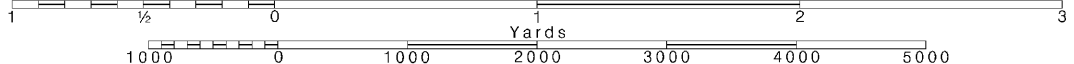
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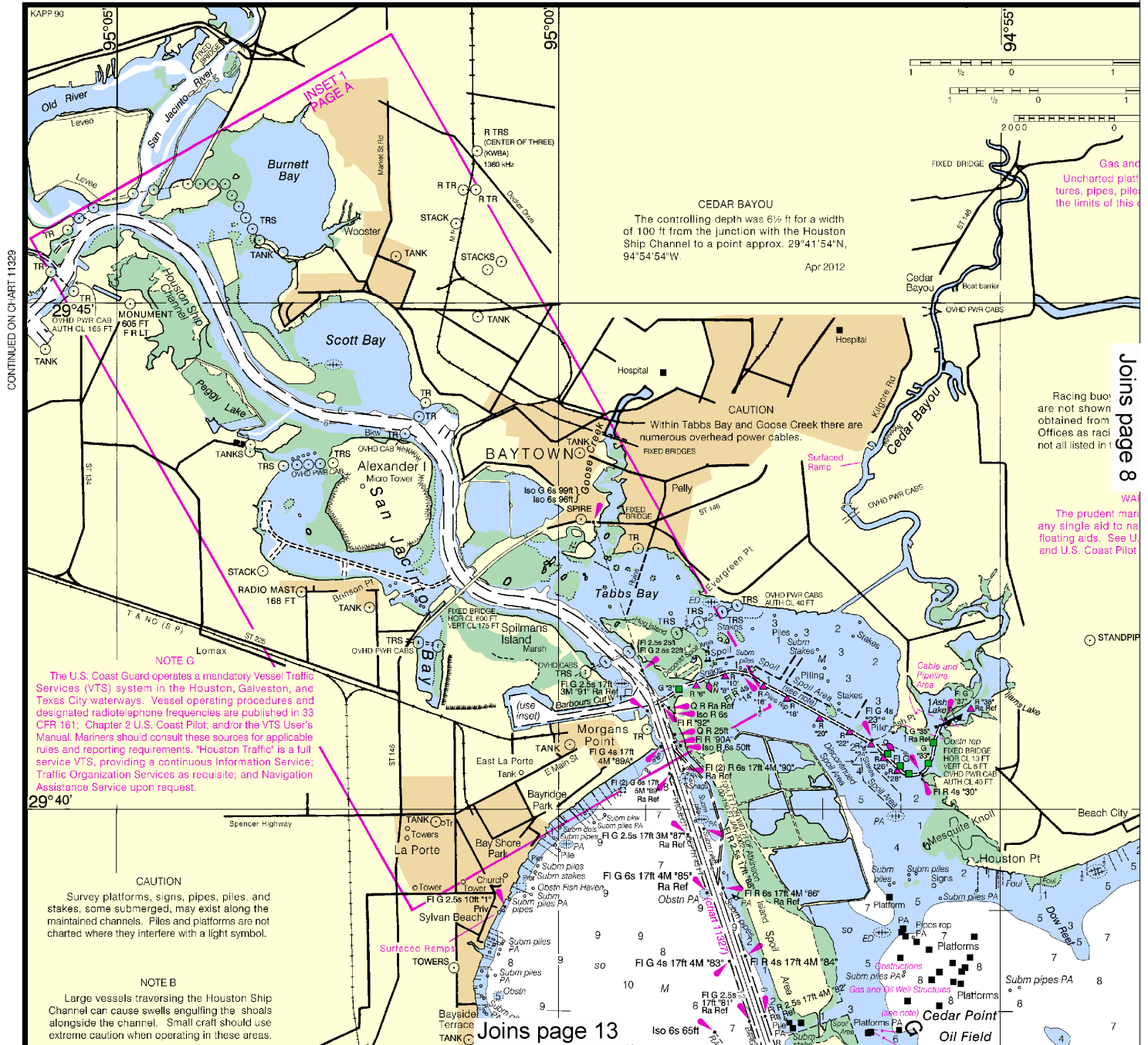
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



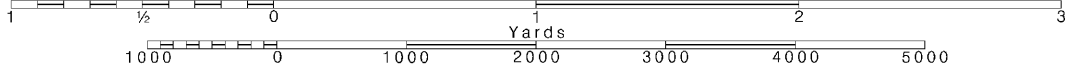


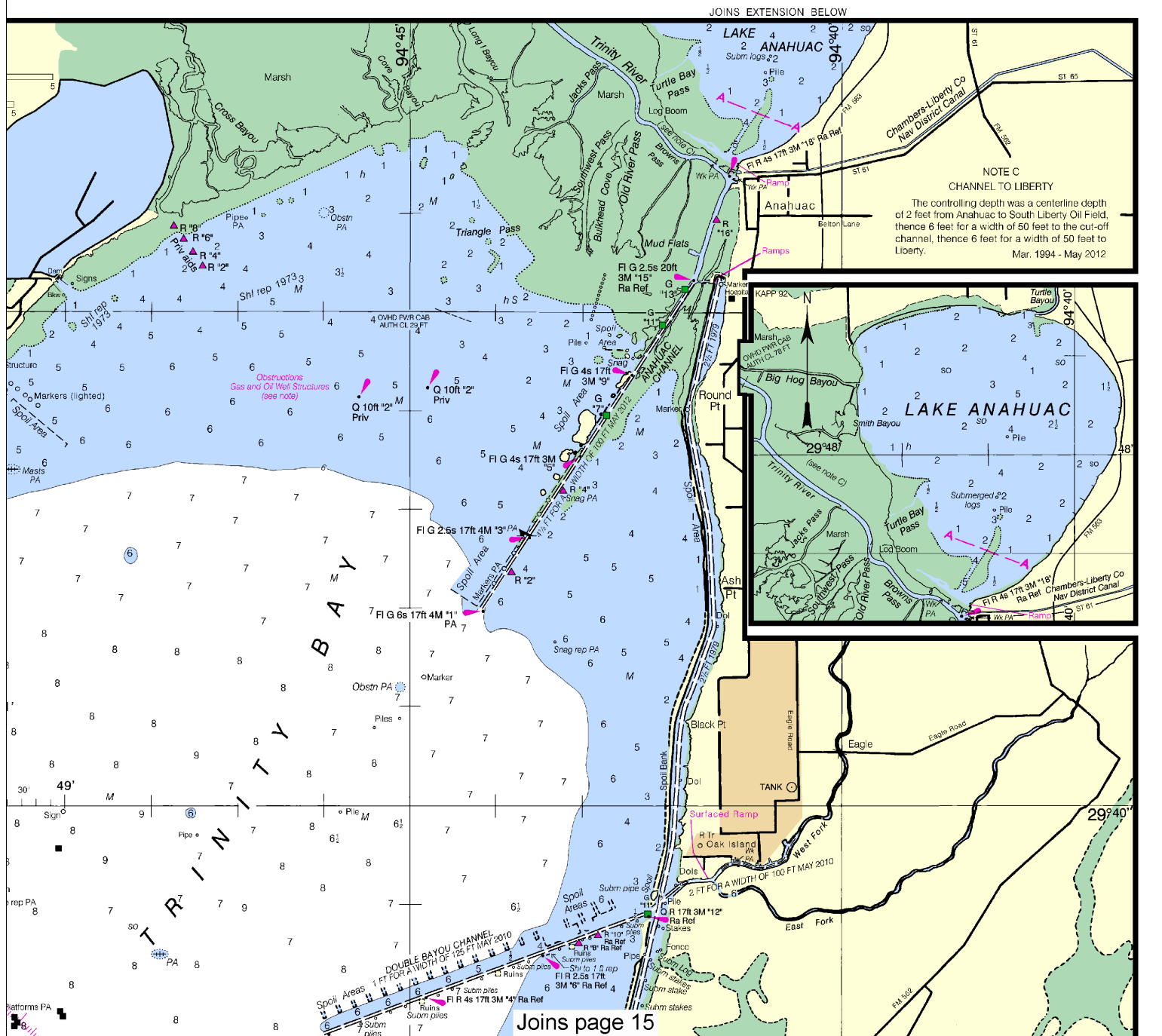
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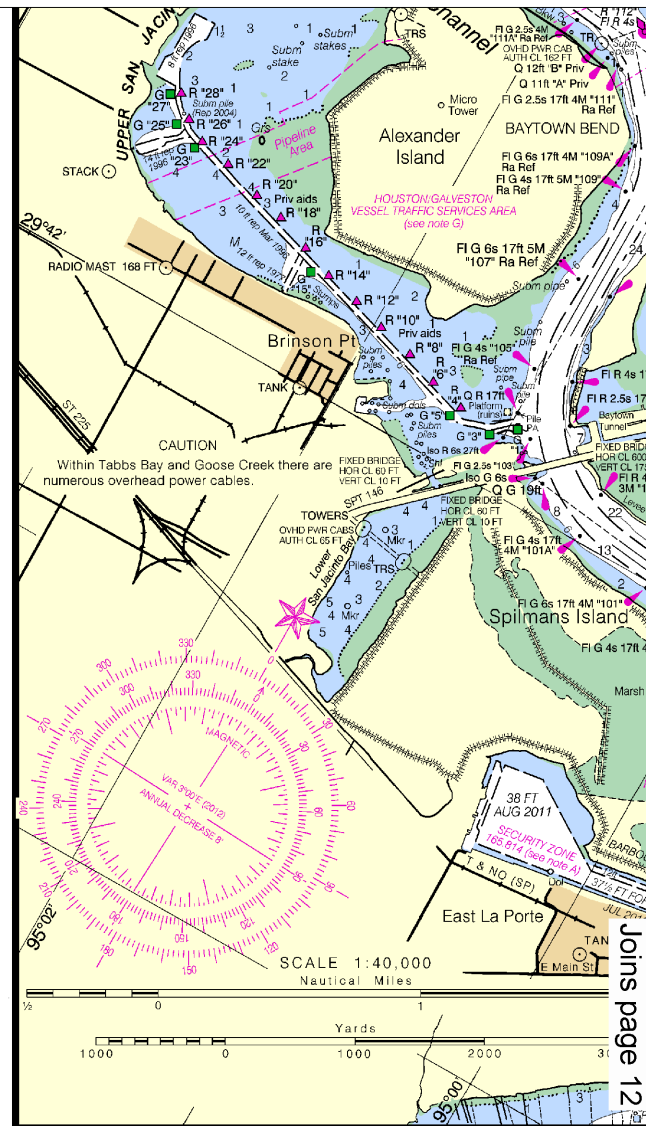
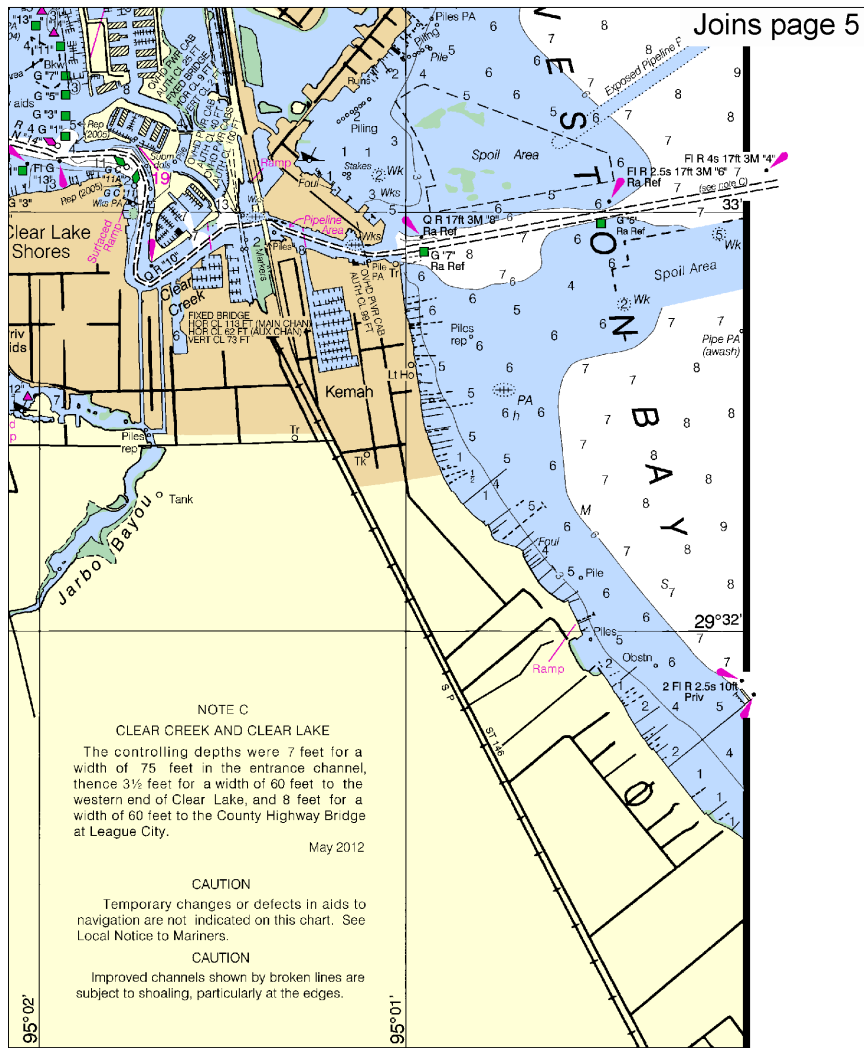
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~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



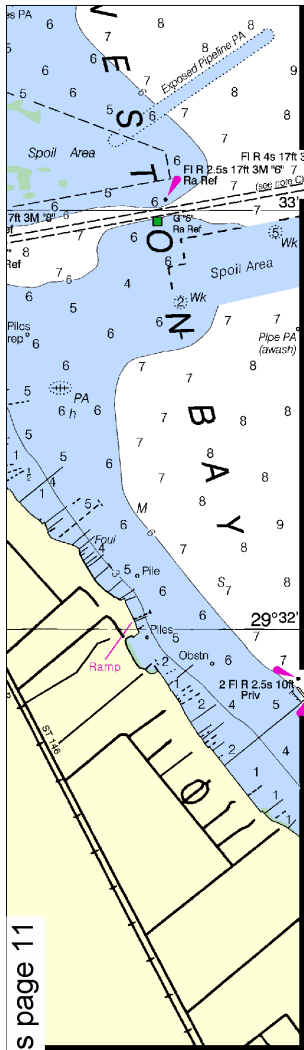




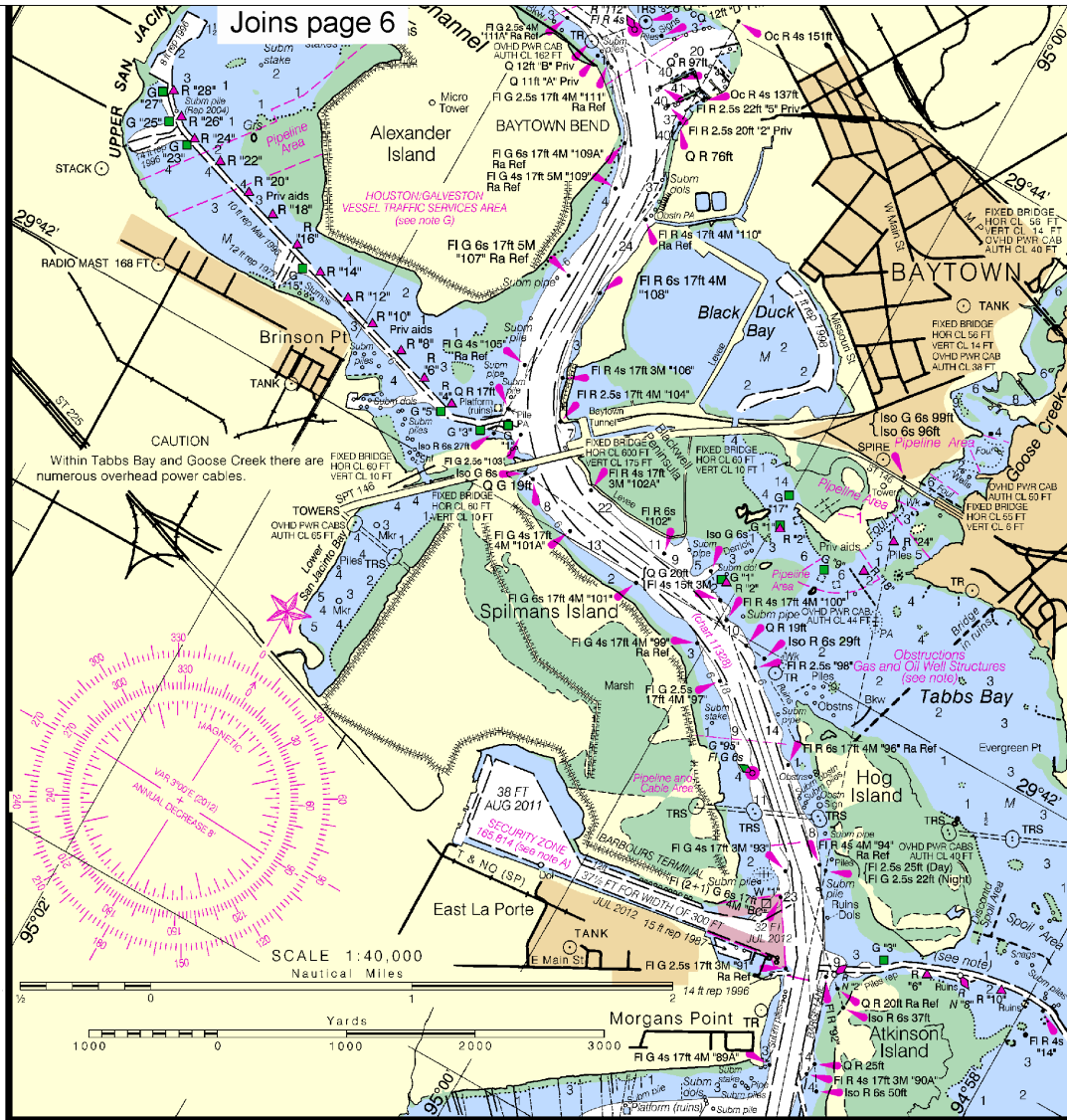
11326 38th Ed., Dec/11; Corrected through NM Dec. 17/11, LNM Dec. 06/11

INSET

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PAGE B



INSET 1

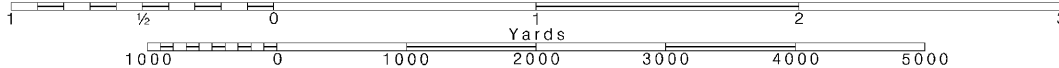
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Texas City waterways. Vessel operating procedures and designated radio/phone frequencies are published in 33 CFR 161. Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. 'Houston Traffic' is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

29°40'

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

29°35'

INSET 2
PAGE B

29°35'

Clear Lake

Clear Cr.

Spire

Clearing Canal

Seabrook

Taylor Lake

Clear Lake

(use inset)

Clearing Canal

Seabrook

Taylor Lake

Clear Lake

(use inset)

Clearing Canal

Seabrook

Taylor Lake

Clear Lake

(use inset)

Clearing Canal

Seabrook

Taylor Lake

Clear Lake

(use inset)

Clearing Canal

Seabrook

Taylor Lake

Clear Lake

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Clearing Canal

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Clearing Canal

Seabrook

Taylor Lake

Clear Lake

(use inset)

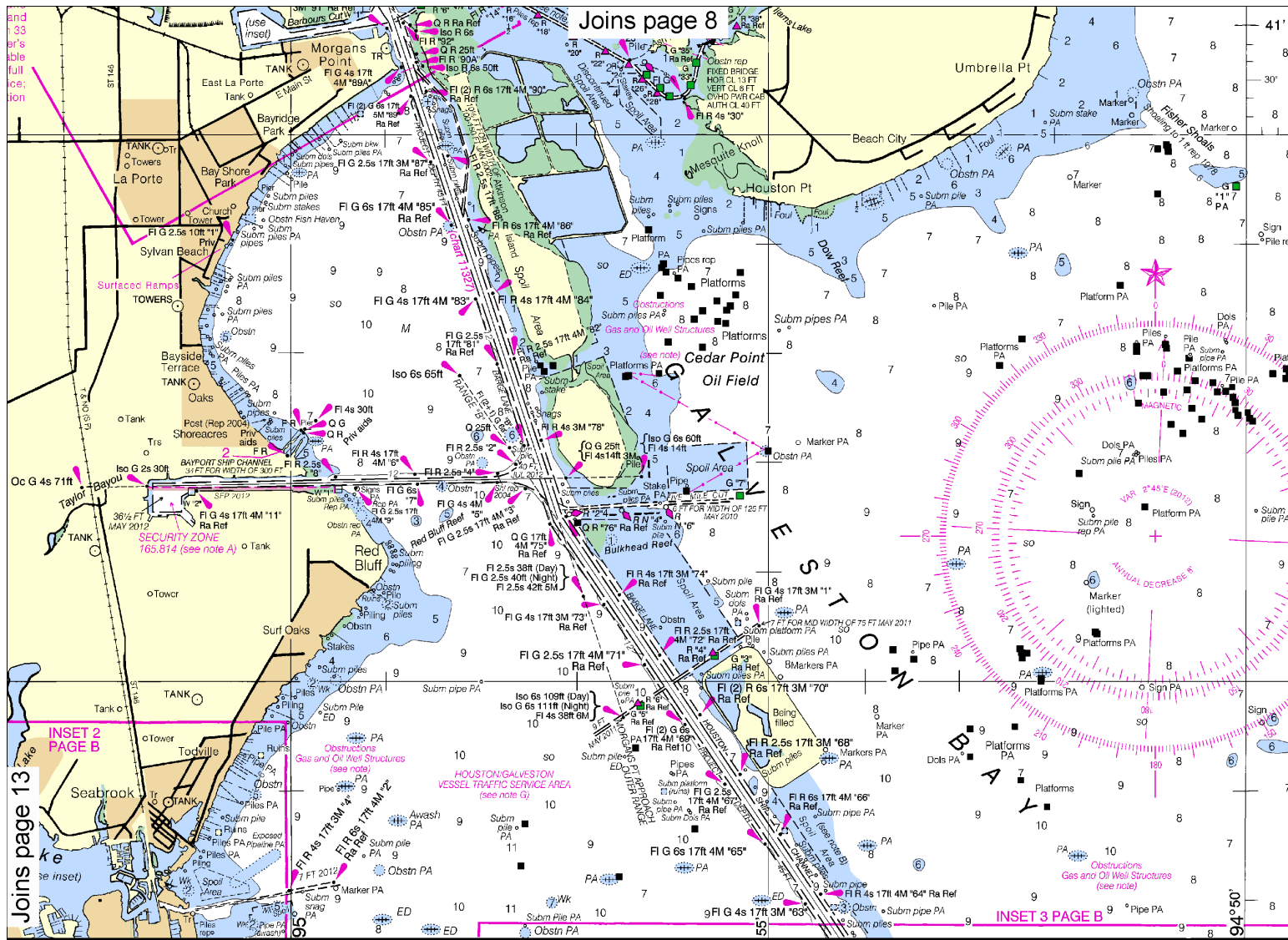
Clearing Canal

Seabrook

Joins page 19

JOINS PAGE C

Joins page 14



Joins page 20

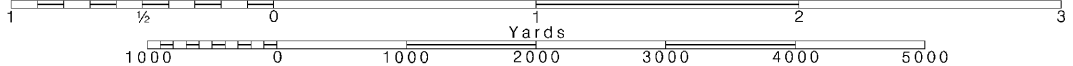
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Oyster beds and numerous private markers exist in this area. Use caution when transiting.

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

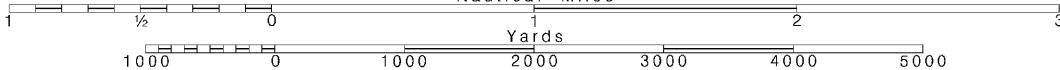
Report all spills of oil
National Response Center
to the nearest U.S. Coast
communication is impossible

Submerged stakes
west of and parallel
Houston Ship Chan-
nel Light 59 and 400 feet
Houston Ship Chan-
nel Light 58.



~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

CAUTION REPORTS

oil and hazardous substances to the water via 1-800-424-8802 (toll free), or the Coast Guard facility if telephone communication is not possible (33 CFR 153).

CAUTION

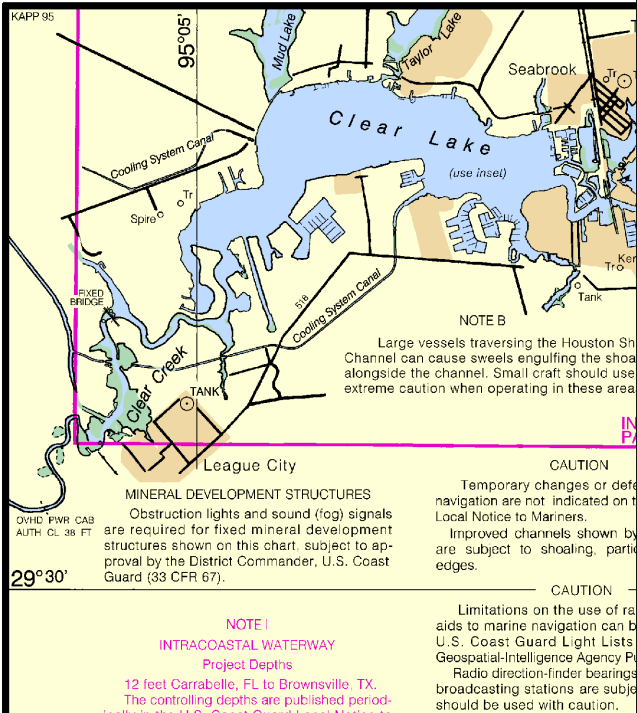
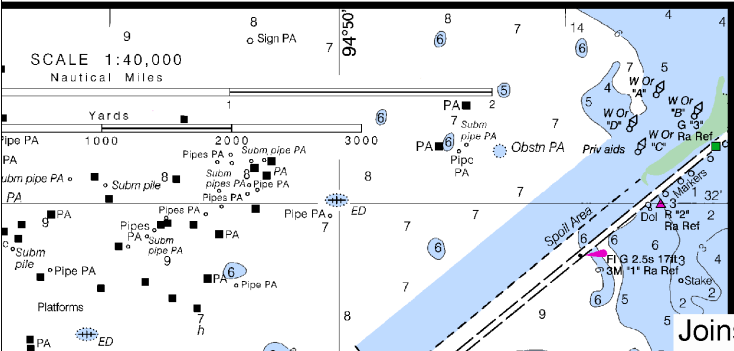
Shoals may exist about 700 feet parallel to the centerline of the channel between Light 51 and Light 90 and east of and parallel to the channel between Light 90 and

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

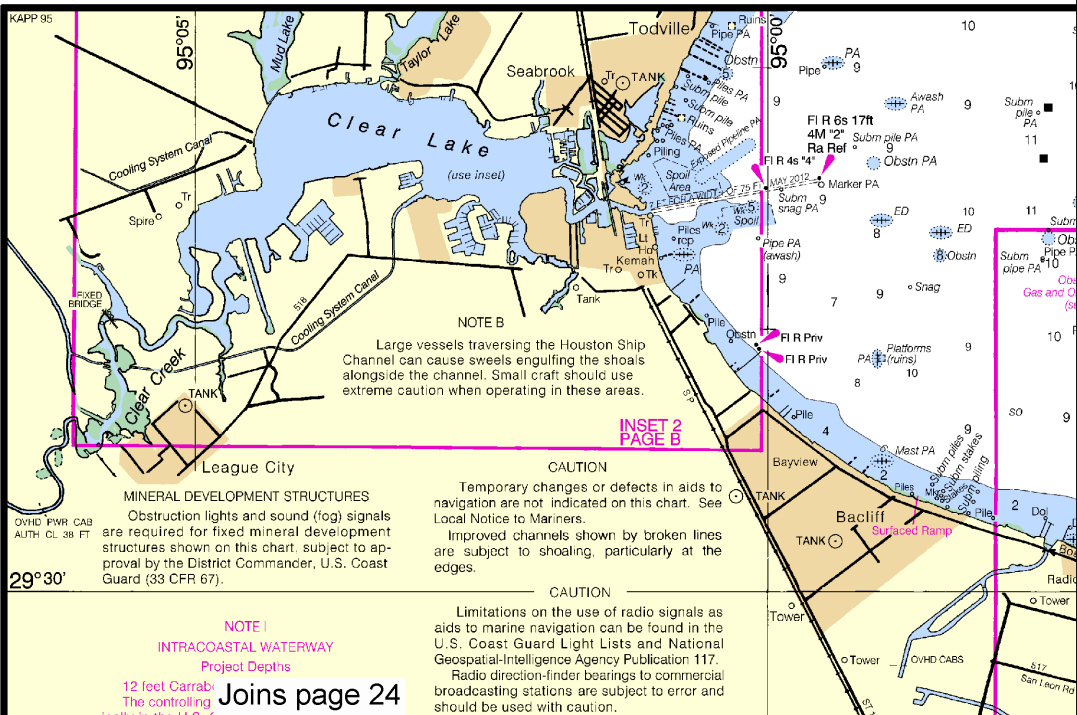
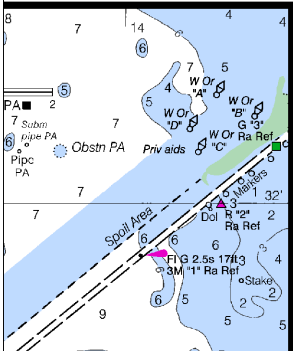
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



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par of large com-
sels even if small
is where the skin
a diagonal white

TORS
placed on many
Individual radar
se aids has been



Joins page 24

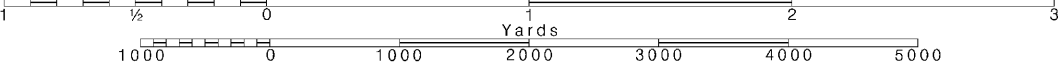
18

Note: Chart grid lines are aligned with true north.

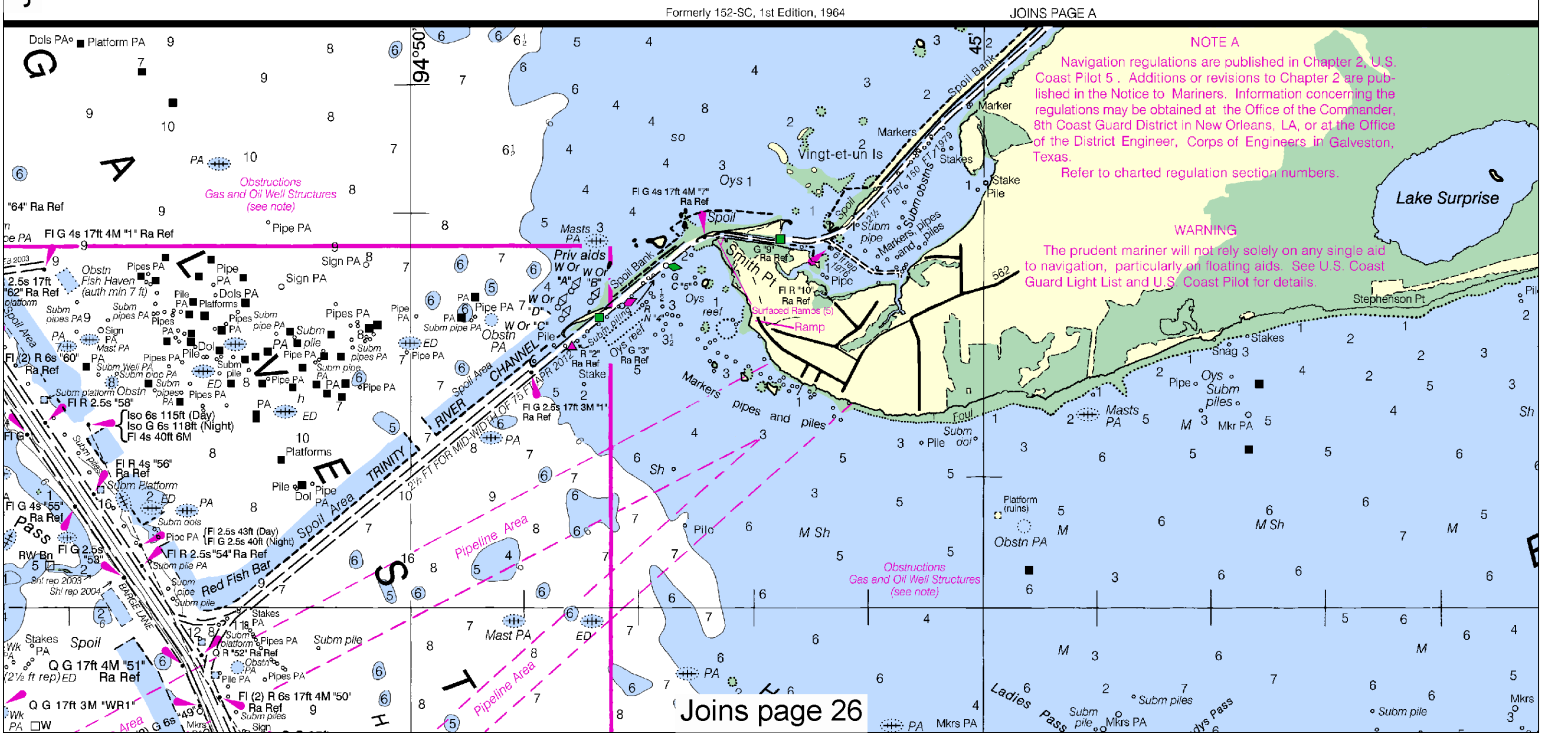
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







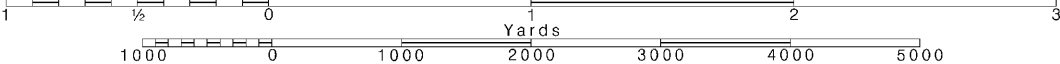
20

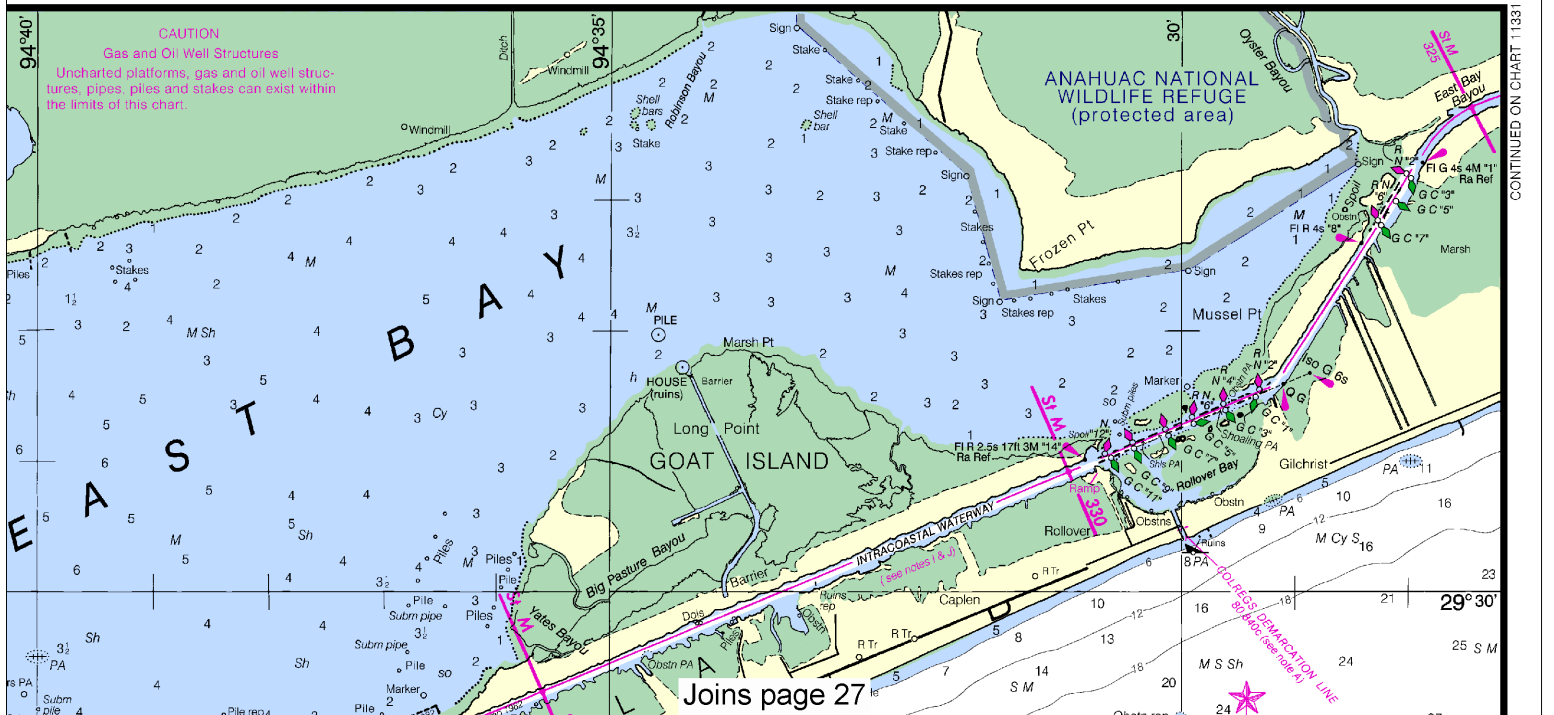
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

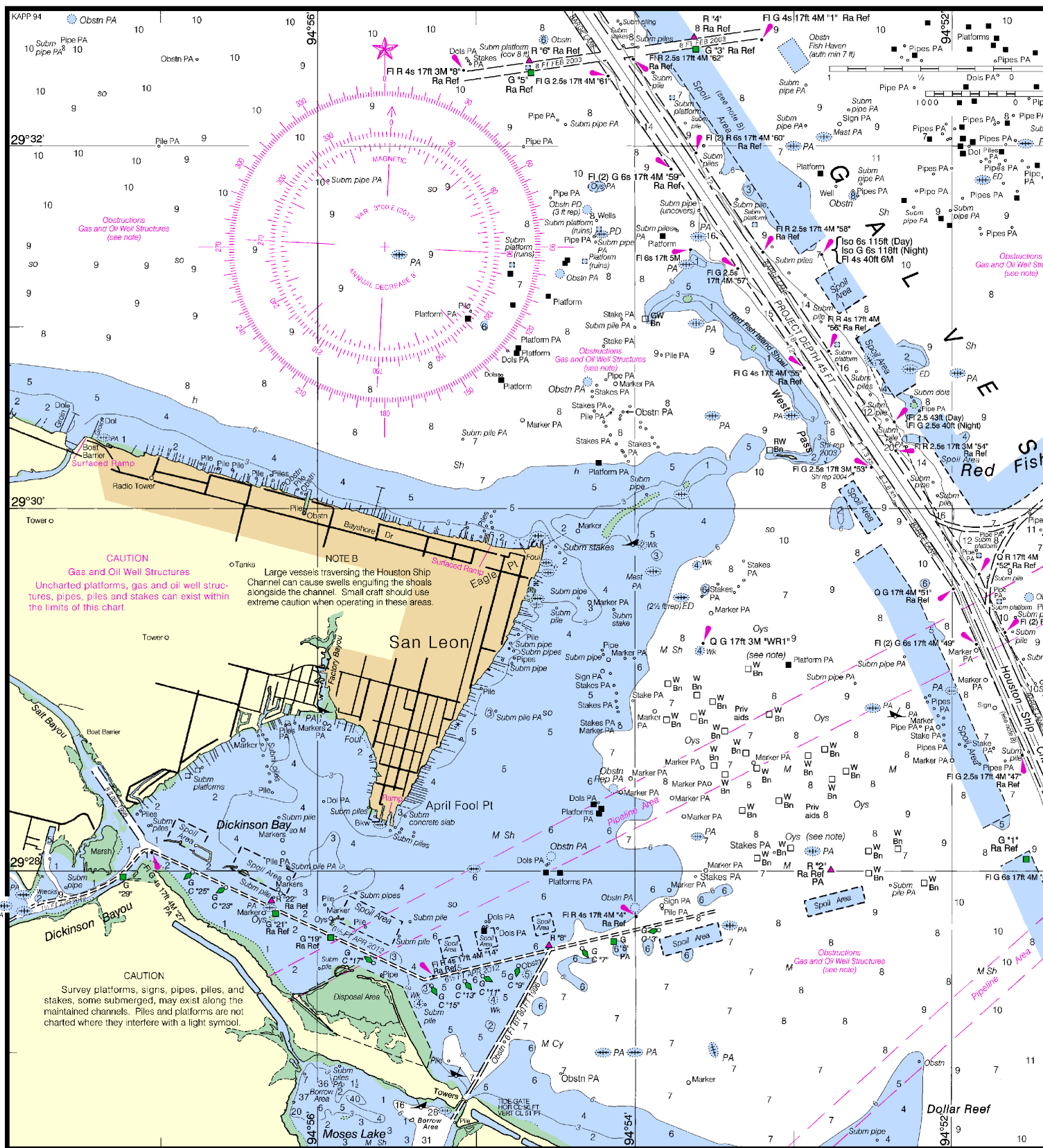




WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Do not rely upon the position or operation of an aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Houston Ship Channel Light 58.

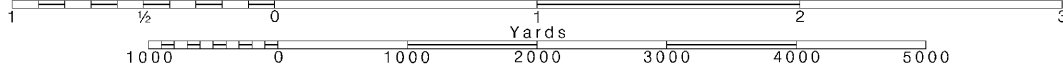


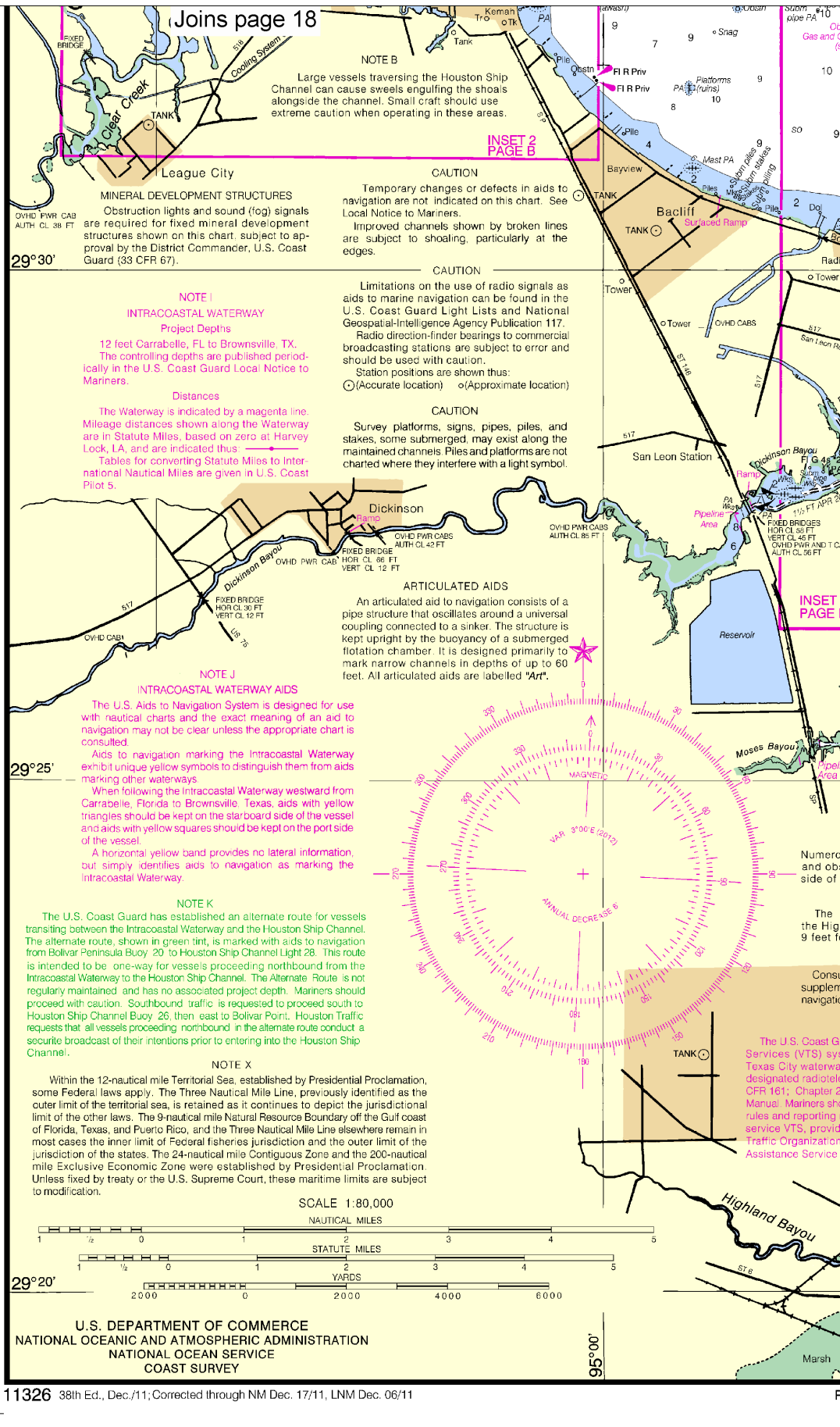
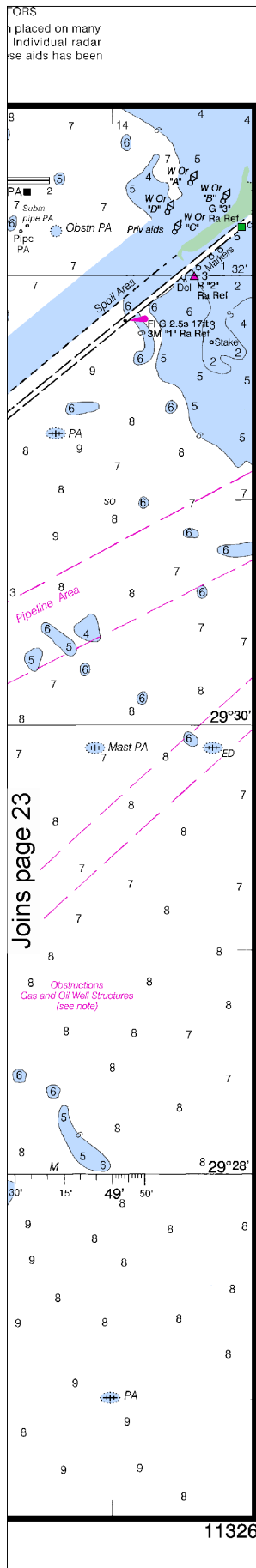
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





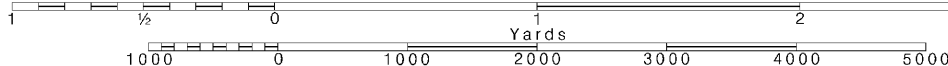
24

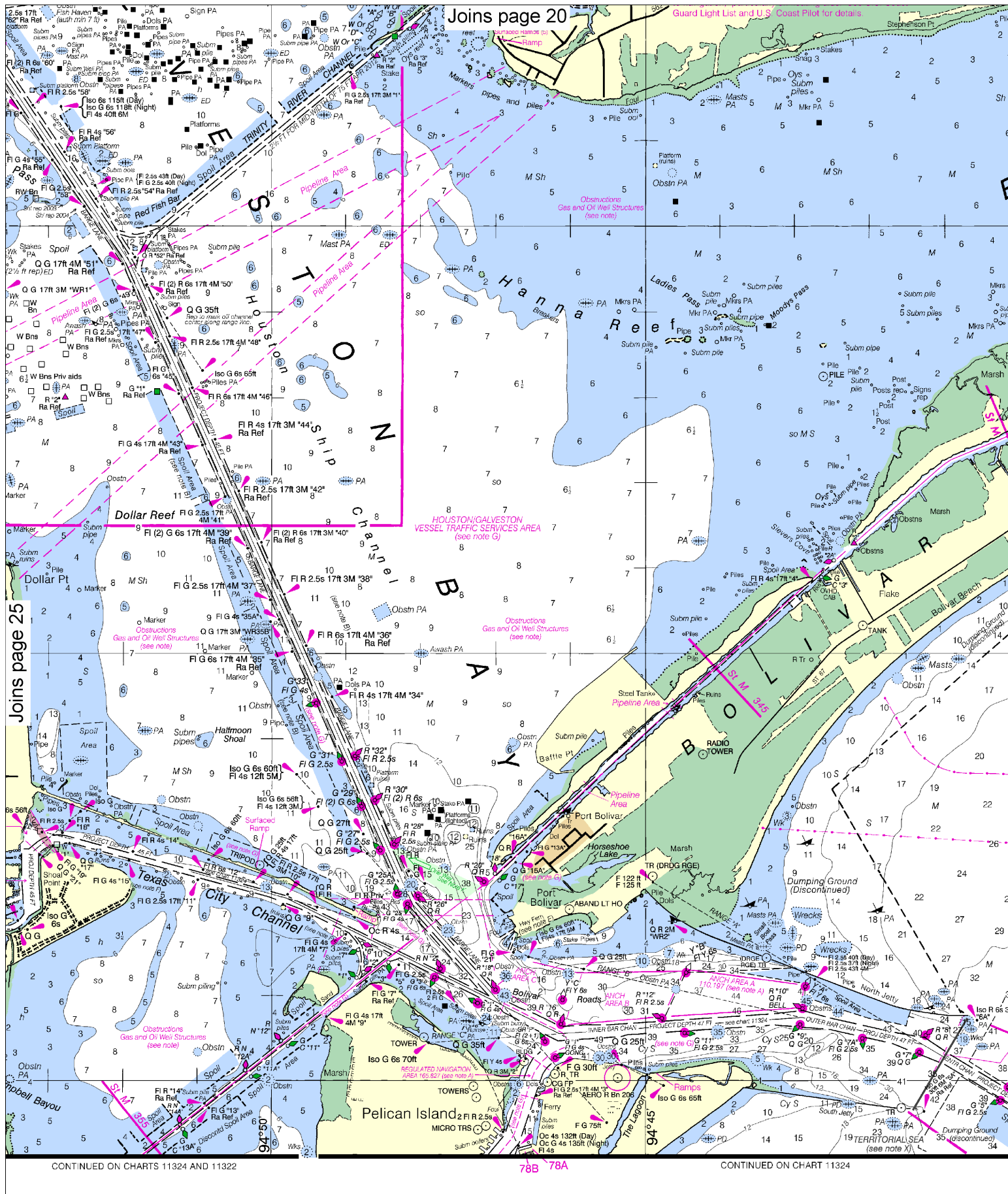
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





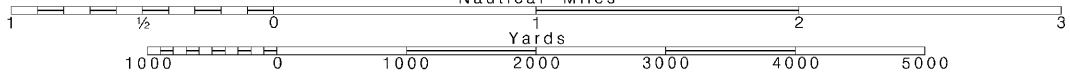
26

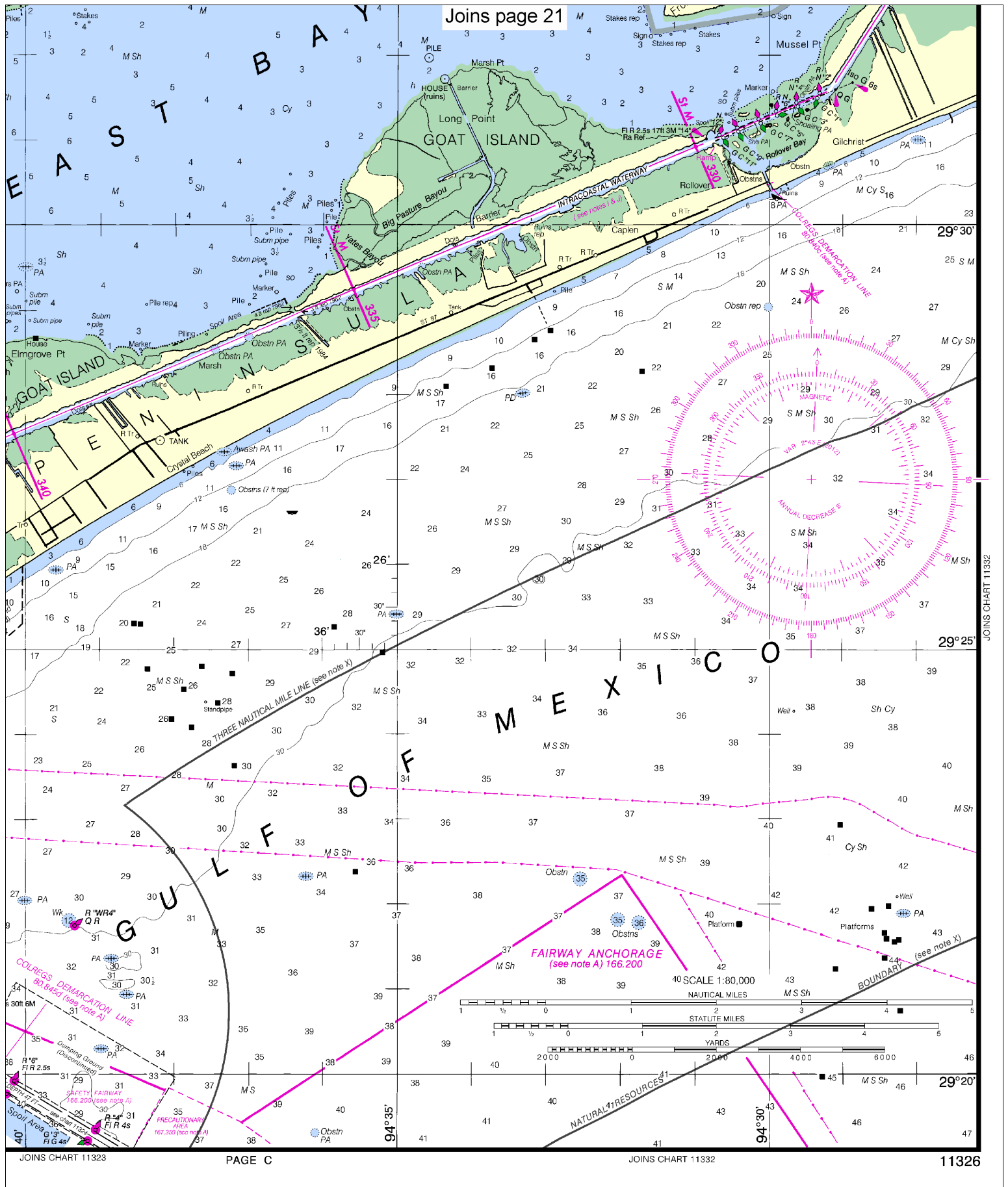
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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JOINS CHART 11332

JOINS CHART 11323

PAGE C

JOINS CHART 11332

11326



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
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— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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